

NETWORK APPLIANCE MASTER PLAN

PROJECT DESCRIPTION

The Network Appliance campus is bordered by Crossman Avenue, Caribbean Drive and Geneva Drive in the City of Sunnyvale, California. This campus complies with the planning guidelines as part of the Moffett Park Specific Plan Area.

Network Appliance has developed Phase I of the campus, which includes 4 buildings (Buildings 1,2,3 and 4) for a total of 167,902 Sq. Ft., and a parking structure under construction (Garage A).

Phase II, that is part of this submission, consists on the Master Plan development for the rest of the site towards the north end of the property. The total development consists of 5 new buildings, 2 additional parking structures and an Amenities building. The total new building area is 861,991 Sq. Ft., which includes a 40,000 Sq. Ft. Amenities building.

This Phase II Master Plan is developed around a North-South interior axis promenade (landscape green belt) that serves as the central spine connecting all the buildings and the existing campus. In the center of this promenade there is the Amenities Building. On the Crossman Avenue side of the property there are two – 5 story office buildings (Buildings 7 and 8) and one 4-story office building (Building 9). On the Geneva side, there are two 4 story engineering buildings (Buildings 5 and 6), and a three level parking structure (Garage B), and on the Caribbean Drive side there is a 4 level parking structure (Garage C).

The perimeter of the site will consists of a green belt landscape area which will buffer the surface parking areas from the street, and the entire site will be crisscross with pedestrian walks connecting each building and the public transportation stops, such as the VTA Light Rail Train Station at Java Drive and a Bus stop at Crossman Avenue.

The building entrances are clustered together in pairs, except for building 9, which is closer to the street, providing an inviting façade from the street level. These focal point entries are places where public art could be displayed. The location and parking structures have been designed in order to obtain a balanced distribution of the parking needs as it relates to the requirements of the adjacent buildings.

The site development has in consideration the location, preservation and relocation of existing trees. Garage C, for example was moved in the southerly direction in order to preserve a large growth of trees along Caribbean Drive, and at the south end of the Amenities building there will be a series of terraces among a water creek in order to enhance and preserve a grove of existing trees further to the south.

The Amenities building, which is placed in the middle of the promenade becomes the campus focal point, consequently it will house the main cafeteria, indoor sports activities, changing rooms and showers. In addition, the campus will provide several designated bicycle locker areas and information kiosks, as well as the required Car-pool, Vanpool and Handicapped parking areas.

The building design is a combination of transparent and opaque surface with a contrasting play of color. The transparent window surfaces will be light green tinted insulated glass set in aluminum golden frames, and the opaque surfaces will be off-white GFRC window wall panels.

The construction of Network Appliance campus - Phase II will be done in phases, starting with the construction of Building 7 (5 stories – office building). The remaining buildings and garages will be built in sequent phases according to the needs and requirements of the corporation.

**NetworkAppliance®**

May 16, 2005

City of Sunnyvale
Planning Commission
456 West Olive Avenue
Sunnyvale, CA 94088

Re: Proposed expansion of the Network Appliance Campus

Mr. Chairman and Commission Members, I wanted to thank you for taking the time to preview our project in Study Session. We're very excited about this next phase of our campus and we value your thoughts and suggestions. Since you had quite a few questions, I would like to take this opportunity to address them prior to the public hearing.

- Access to the Bay Trail: Since the Bay Trail is routed around the bay side of the Land Fill and since our site abuts the Land Fill across Caribbean, access to the Trail is available along Caribbean at either end of the Land Fill.
- Access to Public Transport: Bike lanes are in place along both sides of Crossman. Sidewalks are in place on both Crossman and Geneva. We will upgrade the pedestrian path linking the interior sidewalks to the Light Rail Station.
- Flood Plain: All structures are proposed at 1 ft. above the 100 yr. flood plain per City requirements. Raising the rest of the site above the flood plain would entail significant site and area issues. Likewise, using a subterranean design for the Parking Structures is not allowed by the City and would entail another set of significant issues.
- Shift density closer to the Light Rail station: We agree, that if we we're starting from scratch, that we would shift our highest density closer to Java. Given the existing buildings though, this is unrealistic. As was pointed out, there is a large parking lot between our Bldg 1 and 2 that could accommodate another building but there is insufficient area to also build a parking structure to provide the required parking.
- Parking structures: One Parking Structure has already been approved and permitted as part of our Bldg 4 construction (prior to the finalization of the Specific Plan). After updating our Site Master Plan per the Specific Plan, we've concluded that the additional parking provided by this structure would be better located initially along Crossman rather than Geneva. Consequently, we are pursuing an amendment to our existing permit to allow this change. We anticipate that the 2 additional parking structures will look similar to the one already approved, but, since they are at least 2-3 years away it's too early to say with any confidence what their final design will be.

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The proposed ratio of structured parking to total parking is 47%. It is possible to increase the structured parking but the economic penalty is such that we would choose to reduce office space instead.

A number of people raised a concern about the linearity of the structure line along Crossman. We have studied this fairly extensively and note the following: a) we are proposing an articulated floor plan and building massing that opens up as a plaza along the structure line. b) We've shifted Bldg. 9 closer to the street to "close" the view down Crossman. c) We have considered shifting the relocated Parking Structure closer to Crossman but we've rejected this option since we would have to relocate the displaced parking to the rear side of the parking structure, creating an unsafe environment by mixing truck traffic and cars that we wouldn't have to do otherwise.

- Hybrid parking: We will add Hybrid cars to the preferential parking list.
- Roof antennas: We are not proposing any antennas that would significantly extend above the roof screen. It is possible, at some point, that we may need a small dish antenna that would be mounted on the exterior face of the roof screen.
- Geneva St. building design: We anticipate that Bldg's 5 and 6 will be used primarily for engineering design & development functions. We have shown a tentative footprint and massing design for these structures but, since they are at least 2-3 years away it's too early to say, with any confidence, what their final design will be.

I think that answers the questions that were raised, but please feel free to contact myself or one of our design team members if there is something that I missed or if you would like further clarification. Thank you again for taking the time to review our project. We are confident that this project will benefit both the City and Network Appliance. We appreciate your support.



Thom Bryant
VP Workplace Resources

NETWORK APPLIANCE MASTER PLAN 6-8-05
PROJECT JUSTIFICATION

1.- Permit's findings (Permit's criteria & how project complies)

The expansion of the Network Appliance campus is a business park development that fulfills all the requirements of the City of Sunnyvale Moffett Park planning objectives.

The campus is an expansion of its headquarters and major office, research and engineering facilities of emerging high technologies companies in the Silicon Valley. Network Appliance is located in the MP-TOD sub-district, which includes parcels within ¼ mile from an existing light rail station and city bus lines, connecting with Caltrain local station. Thus, assuming that a large proportion of workers will commute by transit rail and bus rather than automobile, the permits allow a maximum FAR of 70%. In addition, the site development provides pedestrian links among buildings and rail and bus stations together with links to bicycle paths. The site provides bicycle lockers at several locations around the campus.

The buildings are Class A office development quality similar to the surrounding new campus developments in the Moffett Park Specific Plan. Therefore, this type of land use and building quality will enhance the City's ability to maintain and attract emerging high tech industries.

2.- Design guidelines criteria

The site development has in consideration the location, preservation and relocation of existing trees. Garage C, for example was moved in the southerly direction in order to preserve a large growth of trees along Caribbean Drive, and at the south end of the Amenities building there will be a series of terraces along a water creek in order to enhance and preserve a grove of existing trees further to the south. The site is in a flood plane, however the building's first floor levels will be built a foot above the estimated 100-year flood plane.

The architectural design provides quality and contrasting materials maintaining consistency and some contrast with the surrounding developments. The building design is a combination of transparent and opaque surface with a distinct play of color. The transparent window surfaces will be light green tinted insulated glass set in aluminum golden frames, and the opaque surfaces will be off-white GFRC (Glass Fiber Reinforced Concrete) window wall panels.

The building entrances are clustered together in pairs, except for building 9, which is closer to the street, providing an inviting façade-entry from the street level. These focal point entries are places where public art could be displayed. The location and parking structures have been designed in order to obtain a balanced distribution of the parking needs as it relates to the requirements of the adjacent buildings.

The Amenities building, which is placed in the middle of the promenade becomes the campus focal point, consequently it will house the main cafeteria, indoor sports activities, changing rooms and showers. In addition, the campus will provide several designated information kiosks, as well as the required Car-pool, Vanpool and Handicapped parking areas.

The loading and service areas, as well as the trash and generator enclosures will be conceal with landscape and / or accessory structures compatible with the surrounding environment.

The Network Appliance development will be design by promoting sustainable practices that focus in long-term efficiencies and reduction of natural resources. The United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) is identified in the Moffett Park Specific Plan as a premiere evaluation system for sustainable / green building techniques. The project is developed and designed using the LEED scoring systems, which provides a minimum count of 26 points and the project has identified measures achievable for this project which gives 30 points in the LEED point count score system.